

WE HAVE BEEN APPOINTED  
SOLE AGENTS  
FOR  
MARTELL'S  
BRANDIES.  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,592 號式十玖百伍千壹萬壹第 日廿一式月捌年柒十二祐光 HONGKONG. SATURDAY, OCTOBER 5TH, 1901 陸拜禮 號伍月十年壹零百九千壹英港香

Rs. \$21 PER MONTH

## MARTELL'S BRANDIES.

ONE STAR	... ...	Rs. 22.00
THREE STAR	... ...	28.00
V.S.O.P.	... ...	44.00
V.S.S.O.P.	... ...	80.00

SOLE AGENTS  
H. PRICE & CO.

## CHAMPAGNE

### JULES MUMM

PER CASE. TINTS, \$30; QUARTS, 843.

### A. S. WATSON & CO. LIMITED,

### THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815, WHO HAVE CONSIGN THEIR BRANDS TO HONGKONG FOR OVER HALF A CENTURY. APPLY TO G. O. ANDERSON, HONGKONG, 13, PRAYE CENTRAL.

### JOHN WALKER & SONS FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whisky, Sole Shippers—CUTLER, PALMER & CO., is obtainable in Hongkong from their Agents.

SIEMSEN & CO.

Hongkong, 1st January, 1901. [49]

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

SPECIAL BLEND WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO., HONGKONG. [48]

### HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 6.00 p.m. Every 10 minutes.  
8.00 a.m. to 6.30 a.m. Every 15 minutes.  
8.30 a.m. to 6.30 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.35 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
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NIGHT CARS on Week Days.  
Arrive at 11.15 p.m. and 11.45 p.m.

EXTRA CARS at arrangement at the Company's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st October, 1901. [5287]

### VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and also supply fitting of every description. Bargains can be had in second hand machines. Repairs executed with promptitude and skill. Enclosing a speciality.

MCKIRDY & CO., 12, QUEEN'S ROAD EAST, Hongkong, 4th April, 1901. [5244]

GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT. \$1.60 per Cask of 975 lbs. net ex Factory. \$3.30 per Bag of 250 lbs. J. SHEWAN, TOMES & CO., General Managers. Hongkong, 1st June, 1901. [5244]

RUNIART PERE & FILS, REIMS. Established 1719. CHAMPAGNE BOTTLES AND SHIPPERS. Ship only the finest Quality Extra Dry (Green Seal). LATOUR VERRIERE & CO., Importers. Hongkong, 12th December, 1900. [5271]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are judiciously known all over the World.

The following are some of their Stocks with the undermentioned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [47]

## CHAMPAGNES.

PAUL DOMMIER GOLD MAEQUE.  
C. H. DARGONNE & CO.  
IRROY & CO. CARTE D'OR EX SEC.  
LANSON PERE ET FILS.  
PIPER HEIDSIECK, GOLD FOIL.

GIESLER & CO.  
KRUG & CO. PRIVATE CUVEE.  
ROLLINGER & CO. VERY DRY.  
LOUIS ROEDERER GRAND VIN SEC.  
POMMERY & GRENO.

SOLE AGENTS—

CALDBECK, MACREGOR & CO.  
15, Queen's Road, Hongkong, 2nd October, 1901. WINE AND SPIRIT MERCHANTS. [40]

## JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR  
INDIGESTION, DYSPEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY. [43]

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17, QUEEN'S ROAD, HONGKONG. [44]

## TAILORING DEPARTMENT FOR SIX WEEKS ONLY!

SPECIAL OFFER of AUTUMN SUITINGS at the following EXCEPTIONAL PRICES.—

FLANNEL LOUNGE SUITS \$20.00  
TWEED AND CASHMERE SUITS \$29.00  
BLUE SERGE SAC SUITS \$30.00  
WORSTED AND ANGOLA SUITS \$33.00  
BLACK TWILL DRESS SUITS \$45.00

LANE, CRAWFORD & CO. [48]

## BRANDY

FINE, PALE, MEDICINAL BRANDY.

## MARIE BRIZARD & ROGER COGNAC

SPECIALLY IMPORTED BY

WATKINS, LIMITED.

66, QUEEN'S ROAD.

CHEMISTS AND AERATED WATER MANUFACTURERS. [48]

## W. BREWER & CO.

### NEW STOCK EX ENGLISH MAIL

WINSOR and NEWTON'S OIL and  
WATER COLOURS.

CANVAS DRAWING BLOCKS.

DRAWING BOOKS.

ENGINEERS' SET SQUARES.

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ROLLS of DRAWING PAPER.

MATHEMATICAL INSTRUMENTS

in Great Variety.

FROM SLAZENGERS—

TENNIS NETS. HOCKEY STICKS.

GOLF BALLS. TENNIS GOODS.

BRIAR PIPES in Cases. BRIAR PIPES

PLAIN, MACKENZIE PIPES with

CARTRIDGES.

CIGAR and CIGARETTE HOLDERS.

### EX "SOCOTRA."

WRITING CASES, SLOTTING CASES,

PHOTOGRAPH CASES, PHOTO

FRAMES, SCRAP BOOKS, CARD

CASES, ENGAGEMENT PADS.

AUTOGRAPH / CHRISTMAS and NEW

YEAR CARDS.

GAMES in Boxes: Complete with Markers, &c.

PIQUET, PATIENCE, WHIST,

EUCHRE, BEZIQUE, BRIDGE.

EGYPTIAN CIGARETTES: SULTANS'

PASHAS. INDIAN CIGARS. LOG

CABIN TOBACCO.

23 & 25, Queen's Road, Hongkong. [437]

COTTAM & CO.

HAVE RECEIVED a NEW STOCK of SOFT FELT HATS in ALL SIZES and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.

Are now being shown. [441]

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS. BRASS AND IRON FOUNDEES.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS.

TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF

EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,

60 & 62, DES VOUX ROAD CENTRAL.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, W.H. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS. [296]

REMINGTON TYPEWRITERS WITH ALL REQUISITES.

## SIEMSEN & CO.

SOLE AGENTS.

Per Case 1 Doz. Bottles 2 Doz. 3 Bottles.

LAUBENHEIMER \$11.00 \$13.00

NIERSTEIN 13.00 15.00

HOCKHEIMER 17.00 19.00

SPARKLING HOCK (Extra Quality) 28.50

SPARKLING MOSELLE 28.50

DIRECT FROM AND BOTTLED BY JOH. BAPT. STURM.

SOLE AGENT

G. GIRAUT. 6. QUEEN'S ROAD.

HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 5th October, at 12 O'CLOCK NOON.

By Order— T. F. HOUGH, Clerk of the Course.

Hongkong, 21st September, 1901. [2407]

B. J. BARLOW, CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

By Order of the Board of Directors. A. SHELTON HOOPER, Secretary.

Hongkong, 23rd September, 1901. [246]



when she has played with success in the provinces and in London, notably at the Sunday League orchestral concerts at Queen's Hall. Assisted by Madame Alice Esty, Miss Janotta, and Mr. Denham Price, this young artist gave an entirely successful concert last week at 91, Eaton Square, by kind permission of Mrs. Whitelaw. In a Beethoven Sonata for violin and piano, in which the support of so experienced a pianist as Miss Janotta was most valuable, "Miss Mars" gave evidence of sound method, and a large audience showed her honest appreciation of her three subsequent solos, a "Canzonetta" by Ambrosio, an "Elfenschlaf" by Poppo, and a well-known air by Bach for the G string only. Madame Esty (Mrs. Alec March) is best in the lighter songs of her repertoire, such as Sullivan's "O, Swallow, Swallow." Miss Eva March leaves London shortly on a concert tour in the provinces."

DECANI.

## POLICE COURT.

Friday, 4th September.

## BEFORE MR. HAZELAND.

## DRUNK AND INCAPABLE.

Heinrich Holm, an unemployed German, was charged with having been drunk and incapable on Fraya East. Defendant admitted the charge and was fined \$2, or eight days.

## SHOOTING A CHINAMAN.

P. C. Albert Holdaway, of the Water Police, was called upon to answer the charge of defendant under both sections 16 and 161 with felonies and misdemeanour. After consultation with the Acting Captain Superintendent of Police, Inspector Collett informed his Worship that the charge under section 16 was withdrawn, and that defendant was only to be charged under section 18.

Mrs. H. E. Faulkner, examined by Inspector Collett, stated as follows:

"On the evening of 2nd ult., I was on the verandah of my house. I saw a crowd, and an European lying down. He got up, and then I saw him put his hand from his hip forward, and a flash and report immediately followed. The man continued to stand for a moment, then walked slowly away. I heard the cry raised that a man was shot, and a crowd started to run after the European, who then increased his pace. I went down to the street and saw some blood on the ground.

Dr. Bell gave evidence as to Chan Pak Yau having been brought to the hospital on the 2nd ult., at 9.40 p.m. with a bullet in his right foot, and that he was still in hospital under treatment. He would have always a weak foot.

By Mr. Keene: The bullet entered in the right side and came out on the left side of the foot.

Chan Pak Yau gave evidence as to having been wounded by a shot fired by defendant on the 2nd ult. at 8.30 p.m. in Cross Street.

At this stage the further taking of evidence was adjourned.

## BEFORE MR. KEMP.

## DRUNK AND DISOBEDIENT.

Max Vogt pleaded guilty to the charge of behaving in a disorderly manner in the public streets, and was fined \$2.

George Sanderson on a similar charge, which he admitted, was fined \$3.

## ILLEGAL OPIUM.

Kwok Toun, a scaman of the ss. Glenfarng, had twenty tins of prepared opium in his possession without a valid certificate and was fined \$250, or in default three months' hard labour.

There were three other cases of possession of illicit opium, which were despatched with fines of \$10, \$6 and \$4, respectively.

## ATTEMPT OF SUICIDE.

Chung Fun was brought before his Worship to answer the charge of unlawfully attempting to commit suicide.

Defendant had nothing to say and was discharged with a caution, as the doctor's evidence showed that the man suffered from a weak mind.

## UNLAWFULLY BOARDING STEAMER.

Mok Chan unlawfully boarded the ss. Empress of China and had to pay \$5 or go to gaol for fourteen days.

## FINANCERS OF THE STRAITS SETTLEMENTS.

The Financial Report and Statements for 1900, just laid before the Straits Legislative Council, are signed by Mr. F. G. Penney, the Colonial Treasurer. The actual revenue, as per the year's accounts, was \$6,389,566 against an outlay of \$6,030,740. The revenue was over \$251,426 in excess of the amount estimated, and over \$185,631 in excess of the revenue for 1899.

The heads of revenue which are generally regarded as indicative of the prosperity of the Colony such as land rents, port dues, postage, fees of office, district collections, and revenue stamps show substantial increases over the figures for 1899. Instead of the estimated deficit of \$762,172, there was an actual deficit of \$645,187 on the revenue over expenditure as corrected for arrears, which sum represents the decrease in the credit balance of the Colony, the figures being as follows:

Balance on 1st Jan. 1900 ... \$2,699,065

Balance on 1st Jan. 1901 ... 2,659,378

Decrease ... \$39,687

Dependencies under assets:—

1st Jan. 1900 ... \$44,000

1st Jan. 1901 ... 38,500

5,500

644,187

The cash balances on the 1st Jan., 1901, including the silver held in reserve against currency notes, amounted to \$4,967,645.48. Deducting the amount of the silver reserve (\$4,363,913.18), the balance was \$603,730.37, which is less than the balance of the previous year by \$428,132. This balance does not include copper coin to the value of \$90,650, for which a separate account is kept.

The value of Government currency notes in circulation at the close of 1900 was \$6,205,000 as compared with \$4,165,000 for the preceding year. The average monthly circulation for the past two years has been \$2,330,555 and \$3,500,250 respectively. The coin reserve had risen from \$2,777,000 to \$4,403,013. The average monthly circulation of the local Banks for 1899 and 1900 was \$1,899,38,052,210. 1900, \$6,13,132. The decrease is mainly due to the Hongkong and Shanghai Banking Corporation steadily withdrawing its local issue. The value of the British dollars imported by the local Banks in 1899 and 1900, respectively, was as follows:—1899, \$20,240,726; 1900, 21,571,448.

The report urges an increase in the establishment of the accountant's department to undertake arrears of work.

## JOINT STOCK SHARES.

## LIFE IN MONGOLIA 800 YEARS AGO.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 4th October:—"The activity in our market referred to in our report of the 27th September has been maintained during the interval under review, and we close with increased firmness for the leading stocks."

**BANKS.**—Hongkong and Shanghai have been sold at \$607, \$610, and \$612, and more shares can probably be placed at the higher rate. Nationals have sold at \$28. Bank of China unchanged.

**MARINE INSURANCES.**—Unions continue in request at \$342. Cantons are required at \$167. Taungts are wanted at \$120. North China can be placed at Tls. 19.

**FIRE INSURANCES.**—Hongkong Fires are wanted at \$142. China Fires have been placed at \$83.

**SHIPPING.**—Hongkong, Canton and Macao are wanted at \$344. Indo-China have continued to advance, and are now wanted at \$142. Douglas have improved to \$45 ex dividend of \$3 paid on the 1st instant, and are wanted. China Manilas continue neglected at \$58 sellers. Star Ferries have sold and continue in request at \$244 (old) and \$51 (new). Shell Transport is sold at £2. 19s.

**REFINERIES.**—China Sugars have declined slightly, and are now obtainable at \$150. Laxtons have further receded to \$34 with sellers.

**MINING.**—Funjoms are on offer at \$5. Queen Mines are quiet at 4 cents. Jelebus are on offer at \$34. Raubs have improved to \$14, at which there are buyers.

**DOCKS, WEAVERS AND GODOWNS.**—Hongkong and Whampoa Docks have steadily advanced during the week, and can now be placed at \$230. Hongkong and Kowloon Wharves are steady at \$39 with some small parcels offering. New Amoy Docks are quiet, and without business.

**LANDS, HOTELS AND BUILDING.**—Hongkong Lands have been in active demand, and are strong request at \$193. Hillers are firm, however, and but few shares are forthcoming. Kowloon Lands are quiet at \$331. West Points have sold at \$55 and can now be placed at \$56. Hongkong Hotels have been done at \$127 and \$138, and are in demand at the higher figure. Oriental Hotels are quiet at \$35. Hampshire Estates can be had at \$132.

**COTTON MILLS.**—We have no changes to report in quotations for the northern mills. Hongkong Cottons have improved to \$12, at which shares are wanted.

**MISCELLANEOUS.**—Green Island Cements are wanted at \$21. Naticals continue in request at \$161. Electric (old) can be placed at \$124. Hongkong Ropes are quiet at \$172. Iron buyers at \$183. Tramways are wanted at \$275. China Providents have sold at \$97 and are still obtainable. Watkins are quiet at \$10. Alhambra Cigars have further declined to \$750 with sellers.

**MEMOS.**—Union Insurance Society of Canton, Ltd., ordinary yearly meeting on the 10th instant. Canton Insurance Office, Ltd., ordinary general meeting on the 17th instant.

## PLAGUE PRIMARILY AN EPIZOOTIC DISEASE.

A letter from Dr. Sven Hedin to the King of Sweden has recently been published, in which the first detailed account of his last journey of exploration is given. This communication, like the previous one, was written at Charklik, and is dated April 28th last. Leaving Tumen Tagh, Sven Hedin went east-north-east via Lake Gasnor, and passed over the highest part of the mountain chain of Aka Tagh and Astin Tagh as far as Amatur, with a side trip to the Sungir Mongols. As is already known from his previous letters, he went through the Desert of Gobi. He found that this desert is divided from south to north in the following belts:—Firstly, low and barren mountain chains; secondly, sandhills; thirdly, Kamish steppes; Kamish is a kind of reed which also grows in great abundance in the Kirghis steppes.

"Here," says the explorer, "we dug for water, and found some that, at a pinch, is potable. After this we crossed, going constantly north, a system of low hill ranges running parallel east and west, direct continuation of Tien Shan and Kunkur Tagh. In this exceedingly lonely, barren, and mountainous country, where we wandered twelve whole days without finding a drop of water, and where our situs would have been very precarious if we had not been overtaken by a snowstorm, the wild camel lives in large herds. On the way I observed all the camel paths."

After this the explorer went to the spring Altamish Doghla, which he visited last year, and thence travelled for two days in a southern direction to the ruins discovered last year, but which, on account of the late season, he was unable to explore thoroughly. Of this very interesting and important part of his journey he says, among other things:—

"I made excursions and excursions in the neighbourhood for a week, and discovered three more settlements and several country estates and houses built of burnt brick. In the interior of one of the brick buildings we found a dozen very well preserved and complete manuscripts in Chinese script, and about a hundred fragments, together with 30 small staves or tamarike wood, these also with Chinese letters. An educated Chinese says that the manuscript is a private letter, but that it mentions also a large highway passing by here, and it further says that this district was called Lo. The small staves are partly visiting cards, and partly a kind of receipt which the inhabitants had from the Government for wheat and maize delivered to the Crown. The most remarkable thing is that nearly all the staves are dated the same day. The following date, for example, is the twenty-first of the eleventh month in the fifth year of the Emperor Tash's reign. Hence I am able to ascertain the exact age of these settlements. My Chinese says that they are 800 years old.

"Some Buddhist temples were also discovered in these settlements, one of which was especially well preserved. It must have been wonderfully beautiful in its time. Its walls were decorated on the outside with carvings, some of which I have brought with me. In the interior we found a statue of Buddha, whose dilapidated trunk we took with us. The temple looked towards the south, over the densely wooded shore of the old Lake or Lake. If doubts have hitherto been entertained in regard to the statement that these settlements were situated on the shore of a lake long since dried up, proofs can now be obtained that such a lake must have existed. It extended in a southern direction from the settlements.

"A survey, lasting a week, was made of the desert between the old Lake Lop Nor and the new Kara Koshun. The distance between their northern shores is eight kilometres, and the survey shows that the desert lies in the same plain, with very small differences in altitude. Directly south of the ruins there is a sharp depression, where the bottom is on a level with the Kara Koshun. This depression doubtless represents the situation of the old Lake Lop Nor. The Lop Nor problem has thus been finally solved. Owing to certain peculiarities of the Kara Koshun basin I expressed the opinion, at the end of my last journey, that the basin of the lake extended northwards. In June, the British Chamber of Commerce, having obtained extensive information from other important shipping centres in England bearing on this subject, unanimously adopted a resolution, to be included in the programme of resolutions for the autumnal meeting of the Associated Chambers of Commerce, recommending measures directed towards minimising the chances of the introduction of the disease by ship horse rats. In view of such opinions and evidence, the question naturally arises to whether measures for the prevention of the spread of plague beyond the seas, which are practically a transcript of those directed against cholera and other purely human diseases, are sufficient. In the absence of any scientific evidence to the contrary, the fact that plague has spread, and continues to spread, in spite of the most strenuous efforts to give effect to such regulations, readily suggests a negative reply.

There can be no doubt that measures for the prevention of the spread of any epidemic should be based on scientific grounds, but nothing can be more illogical than to treat all epidemics in a uniform manner.

Our action should be adapted to meet the special characteristics of each, and be primarily in conformity with what the strongest evidence points to, as the most important etiological factor, less important factors of diffusion being none the less guarded against.

The existing regulations, while they include a very thorough inspection of individuals, combined with the disinfection of their clothing, do not provide against the danger of droves of infected animals being carried from port to port. As long as a vessel arrives with a history of no illness on the voyage, and is therefore classified under the regulations as not "infected," this danger is not obvious to the public. But it must be borne in mind that crews have little to do with the loading and unloading of cargoes, and therefore run but little risk of being infected by plague rats in the holds. It is the quarry labourer, upon whom the largest share of loading and unloading cargo falls, who runs the risk. Thirteen dead rats were found in the fore-hold of a ship fifteen days out from Smyrna, which arrived at Bristol in January last. Professor Klein confirmed the death of certain of these from plague, whereas the ship was dealt with as "infected," and, in the process of disinfection, no fewer than two hundred and twenty-six rats were killed. This led to an appeal, on the part of the Liverpool sanitary authorities, to the Local Government Board for the revision of plague regulations, and to the Board's approving of the proposed modifications in the case of arriving vessels. As, however, it is impossible to destroy all rats on a loaded vessel, and not a difficult matter to do so on an empty vessel, modification of rules relating rather to departing vessels at infected ports is what is obviously more desirable.

Important additional protection would be gained were such modification to take the form of supplementing existing measures by thoroughly fumigating vessels at ports of departure, a method which was boldly adopted in Australia under inter-colonial agreement, during and after the Sydney outbreak of 1900, and with conspicuous success.—Times of India.

of embroiling us in war with Russia and France, made use of the "Reptile Fund" to excite animosity in both countries against us, and, following his lead, the Foreign Office at Berlin steadily devote itself to the work of preventing a friendly understanding being arrived at between England and Russia.

The peace played by Germany recently in China in aiding and abetting the action of the Russians to the detriment of British interests, the story of which, although toned down, our Foreign Office has just published with evident reluctance, is an object lesson for the steadily decreasing number of persons in England who still dream in the possibility of satisfactory working arrangements between this country and Germany. You, Sir, in your leading article of August 15th pointed out that England was the only Power that persistently followed a policy of scrupulous regard to German interests and susceptibilities in China. Your correspondent "Far East" shows how Germany appreciated our action by taking up a position of hostility to us whenever she could.

Our Government, with a nervous trepidity—enough to make Chatham and Palmerston turn in their graves—placed our expeditionary force under Field-Marshal Count Waldersee, who landed at Tientsin on September 27th last. The conduct and language of Russian officers in respect to the Chinese railway from Novochwang to Peking, the way in which the property belonging to British subjects, or pledged to them, had been dealt with by the Russian military authorities in spite of the assurances of the Russian Government as to their intentions, and the slight regard paid to the avowed policy of Count Waldersee by Russian officers on the spot, produced a most unfavourable impression in London. Taking advantage of the irritation in our Foreign Office the German Government induced us to enter into the unhappy Anglo-German Agreement of 16th October. Notwithstanding our deference to the wishes of that Government, the very first act of Count Waldersee in China was to send the whole weight of his position with the Russian military authorities in the same system obtaining still, and every one knows that, in addition to organs in close connection with the Government, there exists a whole series of newspapers which are not bound by the strict rules of propriety in their endeavour to propagate and defend views which they know are held by statesmen in whose patriotic zeal and intelligence they repose confidence.

Many of these prints could not be more bitter and violent against us if England were engaged in compassing the actual destruction of the German Empire. But even more significant than the proceedings of Count Waldersee in China or articles of the German Press is the tone towards this country invariably adopted with equal calculation by German Ministers of State when they speak in the Reichstag, and the accusations in which they make it clear that the abiding factor of German policy is hostility to England. We shall not complain so much if Germany succeeds in forming, by repeating self-sufficient platitude or refusing to take unpleasant facts into consideration when shaping our foreign policy.

If we cannot allow Russia to bring her railways from the Caucasus and Central Siberia to Banda Abbas, then all the talk about there being room enough in Asia both for England and Russia is mischievous nonsense. Persia is the place where we can make still a really valuable concession to Russia, and show that we attach some meaning to our assurances that we are neither jealous nor afraid of our great Asiatic neighbour. I do not mean to say that it is to be made lightly or without securing permanent advantage. In considering our foreign policy we must always bear in mind the truth, so thoroughly realised by our ancestors, that our Empire is the ocean. Russia, if her fair and legitimate ambitions are once satisfied, will never enter into any combination to deprive us of the sovereignty of Asia. She will have no interest to do so, as she will be an essentially self-contained land Power. This is not the case now with Germany. It will be still less so in time to come. It is quite clear, from utterances of her public men and those authorised to speak on her behalf, that she considers her future depends on the overthrow of the naval supremacy of England. We shall not conjure away the danger of a combination against us which this settled policy may succeed in forming, by repeating self-sufficient platitude or refusing to take unpleasant facts into consideration when shaping our foreign policy.

In an article on the German Bagdad railway scheme, the *Nova Vremya* at the end of August dwelt on the enormous advantages which the projected line offers to both Turkey and Germany from the political, commercial, and military points of view. It would, the journal says, enable Germans to colonise Asia Minor in a manner which would lead to the production of wheat on a scale that could result in a dangerous competition with Russia's wheat in the European markets. It would facilitate Turkish military concentration either against Russia or against tribal revolts, increase the religious and moral prestige of the Khalif among the Mahomedans of Central Asia, and might, in spite of the mutual hostility of the Shias and Sunnites, aid in a rapprochement between Turkey and Persia. Russia, the journal continues, is now monarch by railways on two fronts. While the Germans aim at strengthening the military position by contesting Constantinople with the Persian Gulf, the British, on the other side, are already preparing to build a railway from Quetta through Baluchistan to Seistan, and there is further ground to believe that they will not be long in connecting Eastern Persia with Western India. There will then be a new base for operations against Russian troops in Central Asia, besides the capture of markets in which the Russians will no longer be able to hold their own. All that is wanted to complete the picture, "the *Nova Vremya* concludes, "is a line from Seistan to Basra; but at least we are still masters of the situation, and our influence over Persian affairs will remain beyond question as long as the Germans do not begin to put in an appearance on the Persian Gulf by railway."

Russian statesmen cannot possibly look with complacency on the situation or be free from anxiety when they contemplate the exigencies of the hour. On the one hand, peace almost at any price is an absolute necessity for Russia, in view of her extreme agricultural depression and the embryonic state of her industries. On the other hand, if she will not compromise her whole future she must endeavour to obtain with as little delay as possible secure outlets to the Pacific, the Mediterranean, and the Persian Gulf. She is already on the Pacific, but her position there is still somewhat insecure.

## NEW ADVERTISEMENTS

## NEW ADVERTISEMENTS

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

## GOVERNMENT NOTIFICATION.

THE following Telegram received by the Commodore from His Excellency Vice-Admiral Sir Cyprian Bridge, the Commander-in-Chief, is published for general information:

## TELEGRAM.

"The Tsungming Crossing entrance to the Yangtze is reported to be unsafe for all vessels."

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3rd October, 1901.

[2347]

## TO LET.

12 EUROPEAN HOUSES, Nos. 14, 18, 22, 28, 32, 34, 38, 42, 44, and 48, LEIGHTON HILL ROAD.

Apply to— THE HONGKONG AND KOWLOON LAND AND LOAN CO. LTD., No. 8, Queen's Road West, Hongkong, 5th October, 1901.

[2348]

## TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VŒUX ROAD CENTRAL, next to A. Taek's Furniture Store.

Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—

J. S. LEE &amp; CO., Care of WING CHEONG TAI, 249, Des Vœux Road West, Hongkong, 5th October, 1901.

[2350]

## HONGKONG RIFLE ASSOCIATION.

WEATHER permitting the SHOOT for the IMPERIAL RIFLE MATCH will take place TO-DAY (SATURDAY), 5th October, commencing at 2.45 P.M. prompt.

Members of Committees are requested to meet on the Range at 2.30 P.M. to make final arrangements.

## ALEX. MACKENZIE,

Hon. Secretary.

Hongkong, 5th October, 1901.

[2351]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship.

## "HAIMUN."

Captain Passmore will be despatched for the above port TO-DAY, the 5th inst., at Noon.

For Freight or Passage apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 4th October, 1901.

[2345]

## FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship.

## "BAMBERG."

Captain Zurbansen will be despatched for the above ports on MONDAY, the 7th inst., at Noon.

For Freight or Passage apply to HAMBURG-AMERIKA LINIE, Hongkong, 4th October, 1901.

[2343]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

## "KUMSANG."

Captain Baller will be despatched as above on TUESDAY, the 8th inst., at 2 P.M., instead of as previously notified.

For Freight or Passage apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 5th October, 1901.

[2349]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship.

## "YUENSANG."

Captain Rolfe will be despatched as above on WEDNESDAY, the 9th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers, is fitted with Electric Light, and carries a Doctor.

For Freight or Passage apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 5th October, 1901.

[2351]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

Leading Articles.—H.E. the Governor on Hongkong's Position.

The Crisis: Telegraphs, French Missionary Troubles, French Activity in South China, Japan's Progress, Possibilities of Indo-China, Occupations in Hongkong.

The Crisis: Telegrams.

Sanitary Board.

Triad Rebellion in Kwangtung.

Censure Returns for the Colony.

Evacuation of Peking.

Engineers' Concert.

Dinner at the Club Lusitano.

Methods of Dealing with Plague.

Professional supervision of Building Works in Hongkong.

Swatow.

Tonkin Notes.

Sandakan Notes.

Canton Insurance Office, Ltd.

Douglas Steamship Co., Ltd.

Yokohama Specie Bank, Ltd.

Great Eastern and Caledonian Gold Mining Co., Ltd. (in Liquidation).

Supreme Court.

Points for the Jockey Club.

Sporting and Other Notes.

Third Gymkhana Meeting.

Cricket.

Football.

Hongkong and Port News.

Subscription, \$12 per Annum payable in Advance; postage, 8¢.

Extra copies 30 cents each (each).

Copies can be posted from the Office to addresses sent; including postage 8¢ cents each, or \$1 for three copies (each).

Hongkong, 5th October, 1901.

[2348]

## NEW ADVERTISEMENTS

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship.

"BAMBERG," Captain Zurbansen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, 4th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 4th October, 1901.

[2344]

## TO LET.

## TO LET.

"EVERNSIDE," No. 37, ROBINSON ROAD.

Apply to—

S. A. RAMJAHIN, Care of Thomas's Grill Room, Hongkong, 1st August, 1901.

[2347]

## TO LET.

A T THE PEAK, from 31st October, a Large FURNISHED HOUSE, OFFICES AND ROOMS on 1st and 2nd Floors Beaconsfield Arcade.

For Particulars, apply to—

TURNER &amp; CO., Hongkong, 2nd October, 1901.

[2358]

## TO RENT.

A WELL-FURNISHED ROOM with BATH and BOARD. Appointments First-class. House well located.

Apply to—

"HAMMOND," Care of Daily Press Office, Hongkong, 28th September, 1901.

[2349]

## TO LET.

A NEWLY ERECTED HOUSE at the East of Race-course.

Apply to—

NG-YUEN HING, No. 9, Queen's Street, West Point, Hongkong, 3rd September, 1901.

[2345]

## TO LET.

A HOUSE in RIFTON TERRACE.

Apply to—

"THE RETREAT," MOUNT KELLETT, HONGKONG LAND INVESTMENT &amp; AGENCY CO. LTD., Hongkong, 13th July, 1901.

[2368]

## TO LET.

THE GODOWN in WEST POINT (Keeling Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—

LAUTS, WEGENER &amp; CO., Hongkong, 9th July, 1901.

[1730]

## TO LET.

NOS. 1 to 8, WILD DELI, WANCHAI ROAD.

Apply to—

SANG KEE, 298, Des Vœux Road Central, Hongkong, 16th August, 1901.

[2084]

## TO LET.

NO. 1, STEWART TERRACE, the PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LTD., Hongkong, 17th July, 1901.

[1799]

## TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHERSON STREET.

Apply to—

CARLOWITZ &amp; CO., Sales Office, Hongkong, 10th September, 1901.

[2302]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LTD., Hongkong, 5th July, 1901.

[1632]

## TO LET.

OFFICES on the 1st FLOOR of No. 22, STANLEY STREET with COMPRADE Room on the Ground Floor. Possession from the 16th October, 1901.

Apply on the Premises.

Hongkong, 4th October, 1901.

[2539]

## TO LET.

THE "STILLINGFLEET," Peak Road, 6 ROOMED HOUSE.

Apply to—

ARRETOON V. APCAR &amp; CO., 45, Wyndham Street, Hongkong, 4th October, 1901.

[2357]

## TO LET.

THE "L'URBAINE" FIRE INSURANCE COMPANY, LTD. (Established 1888).

Apply to—

P. LEMAIRE &amp; CO., Hongkong, 7th February, 1901.

[1388]

## BOARD AND RESIDENCE.

M R. S. GILLANDER'S

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 26th September, 1900.

[2403]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill, Hongkong, 1st January, 1902.

[2342]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

ON MONDAY, 14TH OCTOBER, at 3 P.M., at the FOUNTAIN, opposite the CITY HALL,

14 PONIES all Broken to Saddle and Harness and in Sound Condition;

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.  
BUILDERS

KANG ON  
Contractor; 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granites. Mechanics engaged. Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Assorted  
Waters, Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisits. Depot for  
Eastman's Kodak Films and Accessories;  
175, Queen's Road Central.

## JEWELLERY

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Noho

## PHOTOGRAPHERS

A FONG  
The largest and most complete Studio in  
Hongkong. Established 1859. Views  
Enlargements, Groups, Views, etc.; Dovel  
Paintings, &c.; Ice House Street.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Dovel  
Paintings, Amateurs' Requisites

M. MUMAYA, JAPANESE ARTIST.  
Bronzes and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Works  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail  
makers, Provision and Coal Merchants;  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Sail  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineering Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & SEIMUND,  
43 & 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Engineers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
hound Brand") and Blundell  
Spears & Co.'s Composition

## TAILORS

R. HAUGHTON & CO.,  
Naval Military and Court, 16, Queen's Road.  
Opposite Kuhn's Curio Store.

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D. S. DADY BURJOR, "LOS FILINOS,"  
Importer of the Best Manila Cigars; 25  
Fettering Street.

## WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. Scotts and Engineering Codes  
Used.

DOCK NO. 1 (at TATEGAMIJA).  
Extreme Length ..... 523 feet.  
Length on Blocks ..... 513  
Width of Entrance on Top ..... 59  
Width of Entrance on Bottom ..... 77  
Water on Blocks at Spring Tide ..... 36

DOCK NO. 2 (at MUKALIMA).  
Extreme Length ..... 371 feet.  
Length on Blocks ..... 650  
Width of Entrance on Top ..... 66  
Width of Entrance on Bottom ..... 83  
Water on Blocks at Spring Tide ..... 22

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILDING  
and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY at SHORT  
NOTICE. [1560]

Q U A N W A H & C O.,  
DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.

DESIGNS & PRICES on APPLICATION  
at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1892. [179]

H. F. CARMICHAEL  
CONSULTING ENGINEER,  
SURVEYOR AND CONTRACTOR,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL" HONGKONG.  
A.B.C. 1st Ed. 4th Edition.  
Lieber's Standard Code.

TELEPHONE, 232.  
Hongkong, 21st June, 1901.

[ALL RIGHTS RESERVED.]

QUIET IN THE DARK AND  
ALL AT SEA.

BY  
ROSALINE MASSON  
(Author of "The Transgressors," etc.)

(Continued.)

The ballroom next evening presented a gay  
spectacle. More than half the men wore in  
kits, and many of the fair sex had donned  
ribands and sashes of their respective tartans.  
But the Infant was subtler.

The Fraser party had already assembled when  
we arrived. We made our way across to them.  
Miss Fraser was dancing the opening lancers  
with Major Hay. Mrs. Fraser was sitting  
watching, and by her side stood her portly  
husband. The music stopped, the room emptied,  
and we stood talking to our hosts of the night  
before. Presently the opening chords of a  
waltz sounded, and the room rapidly filled  
again. Henderson went off in search of friends,  
and I, not being a dancing man, remained by  
Mrs. Fraser. So also did young Fitzgerald;  
but he was waiting for someone. Presently she  
came, leaning on Major Hay's arm. The boy  
advanced to her.

"Miss Fraser," he said "I have the  
honour to claim my dance?"

She looked surprised and amused.

"Oh, I don't dance," she told him, "you must  
find other partners. Have you many friends  
here?" she added kindly.

The boy looked at her blankly.

"You promised me!" he cried.

"I—I promised you—I promised to dance with  
you? Oh, no! What are you thinking of?"

She laughed and looked at Major Hay, who  
frowned angrily.

"Of course your pleasure of the morning  
overrules your promise of the night," Fitzgerald  
told her, his young face flushing. "But you  
need not be so cruel as to laugh at me as well."

He bowed with great dignity, and walked  
away. A loud guitar broke from Major Hay.

Young Fitzgerald turned on his heel at once.

"A lady may laugh, sir; but I'll trouble you  
to—speak to me later."

I thought it time to interfere, so went  
forward and took The Infant by the arm.

"Shut up, you blithering Cott!" I hissed at  
him softly, just squeezing his funny bone the  
least little bit to emphasise my remark.

"The man's insolent me—the dairty black  
scoundrel—and before the lady—and she—she—"

"Yes, you can't hit her and you must hit  
someone, eh? I own she's treated you badly,  
very bad—she perhaps thought you fair spoilt.  
I suppose you were rather—rather flowery last  
night?"

He looked troubled. I had gently caused him  
over to where the Frasers were. Besides Mrs.  
Fraser stood a girl in white satin, with a sash  
of Fraser tartan, and a big bouquet.

"What a pretty girl!" cried The Infant.

"Who can she be? She is with Mrs. Fraser  
evidently—but she wasn't one of the yacht  
party."

I saw her with them at the Games this  
afternoon," I said.

"I wish I had gone," he answered.

He had eschewed the Infant's festivity  
and had sulked alone on the Magrump.

"If we hang about we may get introduced,"  
he remarked presently.

I was glad to have his attention diverted, so  
I obligingly hung about. But no introduction  
followed, though we spoke to Mrs. Fraser, and  
the girl in white was drawn into the conversation.

She looked at young Fitzgerald rather  
oddly. I thought. Presently someone claimed  
her, and she walked away.

"She has my bouquet," whispored Fitzgerald,  
as soon as she was out of earshot.

"Your bouquet?"

"The one I sent to Miss Fraser. I had asked  
if I might, last night, so I telephoned to Glas-  
gow for it—there was only just time. She  
sent a letter of thanks back with the shore boat.  
I sent it out to her—but she has given it away to  
that girl."

I began to think that Miss Fraser had behaved  
rather unhandsomely, even if she wanted to  
punish the boy for being a fool. But The  
Infant said no word of complaint. I began to  
think him really a nice boy.

"I must have that man's blood," he remarked  
presently.

I withdrew my opinion.

"You can't have it in a ballroom," I said  
coldly. "You'd better go and dance."

"And I will!" he cried, and went.

The evening was growing late, and I was  
feeling very weary, when I happened to saunter  
into the supper room, and there I espied Joe  
Henderson seated sipping with the very pretty  
maiden who had attracted young Fitzgerald's  
changing fancy. Joe hailed me, and pointed  
to an empty chair at their table. To my sur-  
prise the pretty maiden smiled at me, made  
some casual remark, and called me gaily. She  
was no longer had her stolen bouquet. I observed  
she was smiling broadly, and remarked that the next  
food and drink.

"Go back with young Fitzgerald, and leave  
Douglas and me to sup well and wisely."

She drew herself up haughtily.

"Thank you, I won't trouble your friend,"  
she said. I thought she was offended at Henderson's  
dowager's want of courtesy, and did not wonder  
he was always a bluff brute.

The Infant, who had bounded forward with  
gleaming eyes, stopped short. She caught sight  
of his face, just as she was taking Henderson's  
arm, and something in his undisguised dis-  
content arrested her. She slowly dropped  
Henderson's arm, locked The Infant straight  
in the face—reproachfully, I thought.

An Irishman never misses an opportunity.

Young Fitzgerald offered her his arm, humbly,  
respectfully, silently. She took it.

When we were left alone, Henderson and I  
looked at one another and laughed.

"It must be fatiguing to be young," I said.

"Who is the girl?"

"That's why, my cousin, Ida Fraser! You  
met her last night, I blind bat."

"Pardon me," I answered as Miss Fraser  
and Major Hay appeared at the other end of  
the room, and paused in the doorway, looking  
about for a table. "That is Miss Fraser, your  
cousin!"

Henderson glanced in the direction I indicated.

"Yes, that's the aunt," he replied carelessly.

I thought it over, and then I laughed low  
and long. He demanded an explanation; but  
I gave him none.

"Come and have a smoke," he said.

"I can't," I said. "I'm engaged."

Then I emptied my glass, and went to look  
for Fitzgerald.

They were sitting together on a red bench in  
an ante-room. She was fanning herself with

an air of supreme indifference and rigid pro-  
priet. He was looking at a huge split in his  
glove, and for once his aplomb seemed to have  
deserted him.

I went up to them.

"It's a pity," I remarked, "that there was  
no moon last night."

The girl raised her eyes enquiringly.

"Bat that is not what I came to say," I  
added. "I came to tell you, Miss Fraser, that  
your mother and your aunt are looking for  
you, Fitzgerald." I said to The Infant, as  
they both rose, "will you take Miss Fraser back  
to Mrs. Fraser—and to her aunt, Miss Fraser?"

The boy looked at me blankly.

"The connection with the moon—" I mur-  
mured, and sauntered away.

He did not take her to her mother, however;

for I met them coming in from the Godown ten  
or an hour later. She had her bouquet again, I  
noticed.

"Well?" I asked him, at about seven in the  
morning, while the last roil was bousing rapturously  
danced and howled and whooped by lines of  
tanned chieftains. "Well?"

"It's all right!" he answered. "I've apolo-  
gised handsomely to the Major—honest now!  
whom I had challenged. For I find he's going  
to be married to Miss Fraser—that's her aunt,  
you know."

"Yes, I know that," I told him.

"And when I know that, and that their  
estates match, and that it has been an attach-  
ment of many years, I overlooked his conduct  
for when a man of his age is in love, he gets so  
excited over it."

"And you manage to make your peace  
also with the niece, may I ask?"

"I think so."

"How?"

"Shure, I proposed to her."

And I verily believe he had. At least, he  
usually does.

Next Week:

"QUITE A GENTLEMAN," BY MR. L. T. MEADE.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 8th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd October, 1901.

NOTICE TO CONSIGNEES.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *b.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

## SECTIONS.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	CREW	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chellon, R.N.E.	F. & O. S. N. Co.	On 12th inst. at Noon.
LONDON	FORMOSA	Brit. str.	2 m.	H. H. W. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON	YVERHUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 29th inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
LONDON	MACHAO	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 28th November.
LIVERPOOL DIRECT	ULYSES	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst.
LIVERPOOL DIRECT	DARDANUS	Gor. str.	2 m.		BUTTERFIELD & SWINE	On 16th November.
SREBEN, VIA PORTS OF CALL	HAMBURG	Gor. str.	2 m.		MELCHERS & CO.	On 16th inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	NATAL	Fren. str.	2 m.		MESSAGERIES MARITIMES	On 7th inst. at 1 P.M.
MARSEILLES, LONDON AND ANTWERP, V. STORE, &c.	HAKATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
HAVRE & HAMBURG	ARABIA	Gor. str.	2 m.		HAMBURG-AMERIKA LINIE	To-day.
HAVRE, BREMEN & HAMBURG	KINGGREC	Gor. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG	BAMBERG	Zurboisen	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOVIA	Foerck	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Zacharias	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SURVIA	Burck	2 m.		HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	TRISTEZA	A. Mitis	2 m.		SANDER, WIELER & CO.	On 17th inst.
TRISTEZA VIA SINGAPORE, &c.	STATE OF MAINE	Arm. ship	1 m.		CARLOWITZ & CO.	Quick despatch.
NEW YORK	SAMOUA	Brit. str.	1 m.		DOODWELL & CO., LIMITED	On 28th inst.
NEW YORK VIA PORTS & SUEZ CANAL	MANGU LLAGUNO	Gor. str.	2 m.		SHEWAN, TOME & CO.	On or about 25th inst.
NEW YORK	CLAYENDALE	Gor. str.	1 m.		CARLOWITZ & CO.	On 30th inst.
ADANA		Brit. str.	1 m.		SHEWAN, TOME & CO.	On 10th November.
ADANA		Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 15th December.
EMPEROR OF CHINA		Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 23rd inst.
TARTAR		Brit. str.	4 m.		DOODWELL & CO., LIMITED	On 6th November.
QUEEN ADELAIDE		Jap. str.	2 h.	F. McNa	NIPPON YUSEN KAISHA	On 8th inst.
KINSHIKA MARU		Jap. str.	2 h.	F. L. Pyne	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
INDAPURA		Brit. str.	2 m.		ALLAN CARMON	On or about 14th inst.
ALGOA		Amer. str.	2 m.		PACIFIC MAIL S. S. CO.	On 7th inst. at Noon.
HONGKONG MARU		Jap. str.	2 m.		TOKIO KISEN KAISHA	On 12th inst. at Noon.
STRATFORD		Brit. str.	2 m.		BUTTERFIELD & SWINE	On 20th inst.
AUSTRALIAN		Brit. str.	2 m.		GIBR, LIVINGSTON & CO.	On 24th inst. at 4 P.M.
YAWATA MARU		Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
CHINGTU		Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th inst.
BAMBERG		Gor. str.	2 m.		MELCHERS & CO.	On 7th inst. at Noon.
JAPAN		Brit. str.	2 m.		P. & O. S. N. CO.	On or about 20th inst.
SHINANOGA MARU		Jap. str.	2 m.	C. C. Talbot, R.N.E.	NIPPON YUSEN KAISHA	On 11th inst. at Daylight.
KASUGA MARU		Jap. str.	2 m.	G. E. P. Cook	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
DAPHNE		Gor. str.	2 m.	H. Fraser	SIEMSEN & CO.	On 9th inst. at 3 P.M.
YAMAGUCHI MARU		Jap. str.	2 m.	S. Yoshitawa	NIPPON YUSEN KAISHA	On 9th inst. at Noon.
LYEMMON		Gor. str.	2 m.	Th. Lohmann	BUTTERFIELD & SWINE	To-day, at 5 P.M.
SALAZIE		Brit. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On or about 6th inst.
COROMANDEL		Brit. str.	2 m.	F. W. Vibert, R.N.E.	P. & Q. S. N. CO.	On or about 12th inst.
WOOSUNG		Brit. str.	1 m.		BUTTERFIELD & SWINE	To-day.
MAIDOURU MARU		Jap. str.	1 m.		MITSUI BUSSAN KAISHA	On 16th inst.
ASPING MARU		Jap. str.	1 m.		MITSUI BUSSAN KAISHA	On 9th inst. at Daylight.
DAIGI MARU		Brit. str.	2 h.		MITSUI BUSSAN KAISHA	To-morrow.
HAINAN		Brit. str.	2 m.		DOUGLAS LAFRAZ & CO.	To-day, at Noon.
LOONGSAM		Brit. str.	2 m.		JARDINE, MATHERON & CO.	To-day, at 4:30 P.M.
ESMEBALDA		Brit. str.	2 m.		JARDINE, MATHERON & CO.	On 7th inst. at 5 P.M.
YUENSANG		Brit. str.	2 m.		SHEWAN, TOME & CO.	On 9th inst. at 5 P.M.
CHINGTU		Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th inst.
KAIFONG		Brit. str.	2 m.		BUTTERFIELD & SWINE	On 11th inst.
KUMSANG		Brit. str.	2 m.		JARDINE, MATHERON & CO.	On 8th inst. at 2 P.M.
TIENTSIN		Brit. str.	2 m.		NIPPON YUSEN KAISHA	On or about 7th inst.
KAGOSHIMA MARU		Jap. str.	2 m.		CARLOWITZ & CO.	On 11th inst. at Noon.
BONMIDA		Ital. str.	2 m.			On 11th inst. at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.	
FOR MANILA.	
THE Company's Steamship	
"LOONGSANG,"	
Captain Weigall, will be despatched as above TO-DAY, the 5th inst., at 4:30 P.M.	
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.	
For Freight or Passage, apply to JARDINE, MATHERON & CO., General Managers.	
Hongkong, 2nd October, 1901.	
HAMBURG-AMERIKA LINIE.	
FOR SHANGHAI.	
"LYEEMON."	
Captain Th. Lohmann, will be despatched for the above port TO-MORROW, the 6th inst., at 5 P.M.	
This Steamer has superior accommodation for First and Second Class Passengers.	
For Freight or Passage, apply to SIEMSEN & CO., Agents.	
Hongkong, 2nd October, 1901.	
THE OSAKA SHOSEN KAISHA, LIMITED.	
FOR TAMSUI VIA SWATOW AND AMOY.	
THE COMPANY'S Steamship	
"DAIGI MARU."	
Captain S. Sabajima, will be despatched for the above ports TO-MOREW, the 6th inst.	
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.	
Hongkong, 30th September, 1901.	
NAVIGAZIONE GENERALE ITALIANA (FLORIO AND UMBERTINO UNITED COMPANIES).	
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.	
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CAIRO.	
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMEIDA and MALAGA.	
THE Steamship	
"BORMIDA."	
Capt. Costa, will be despatched as above TO-DAY, the 11th inst., at NOON.	
At Bombay the steamer is discharging in Victoria Dock.	
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.	
Hongkong, 30th September, 1901.	
FOR NEW YORK.	
THE 3/3 L.L. American ship	
"STATE OF MAINE."	
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.	
For Freight, apply to CARLOWITZ & CO., Agents.	
Hongkong, 21st September, 1901.	
FOR NEW YORK.	
THE 3/3 A II American Ship	
"MANUEL LLAGUNO"	
During September and October, 1901.	
For further particulars, apply to SHAW, THOMAS & CO., Agents.	
Hongkong, 1st October, 1901.	

VESSELS IN DOCK.  
4th October.  
KOWLOON DOCKS.—Victoria, Valentine, Zafiro, Elcano, Alfonso, Kong Beng, Monterrey, Cebu, Pronto, Illes Argonaut.  
COSMOPOLITAN DOCK—Manila, Chittagong.

SHIPPING REPORTS.  
The German steamer "Tschirky," from Manila 2nd inst., had struck N.E. gales with heavy sea. The German steamer "Tschirky," from Bangkok, had struck N.E. gales with high sea.

THE 3/3 L.L. American ship

"STATE OF MAINE."

Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1901.

FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO"

During September and October, 1901.

For further particulars, apply to SHAW, THOMAS & CO., Agents.

Hongkong, 1st October, 1901.

FOR NEW YORK.

THE 3/3 L.L. American ship

"STATE OF MAINE."

Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1901.

FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO"

During September and October, 1901.

For further particulars, apply to SHAW, THOMAS & CO., Agents.

Hongkong, 1st October, 1901.

PROPOSED SAILINGS FROM HONGKONG.	
SUBJECT TO ALTERATION.	
ARABIA	HAVRE & HAMBURG
Capt. Sacks	On 5th Oct. Freight.
KÖNIGSLBERG	(Calling at Singapore and Colombo)
Capt. Christianse	On 10th Oct. Freight and Passengers.
BAMBERG	(Calling at Singapore and Colombo)
Capt. Zurboisen	On 2nd Nov. Freight.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWAARDS.	TO	DUE
GLASGOW and LIVERPOOL	"NESSES"		On 6th October.	
GLASGOW and LIVERPOOL	"LAETEES"		On 10th October.	
GLASGOW and LIVERPOOL	"DARDANUS"		On 15th October.	
GLASGOW and LIVERPOOL	"MACHAON"		On 23rd October.	
GLASGOW and LIVERPOOL	"PYRHEUS"		On 28th October.	
GLASGOW and LIVERPOOL	"ACHILLES"		On 6th November.	

FOR	STEAMERS	HOMEWARDS.	TO SAIL	
LONDON	"PYRHES"		On 15th October.	
LONDON	"CALCHAS"		On 29th October.	
LONDON	"NESTOR"		On 12th November.	
LONDON	"MACHAON"		On 26th November.	
LIVERPOOL DIRECT	"ULYSSES"		On 14th October.	
LIVERPOOL DIRECT	"DARDANUS"		On 15th November.	

For Freight, apply to  
BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

Hongkong, 1st October, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
NINGPO & SHANGHAI	"WOOSUNG"	On 5th October.
ILOILO & CEBU	"KAIFONG"	On 11th October.
MANILA	"CHINGTU"	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried for Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th September, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PALAWAN,"

Captain J. Chellie, M.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Packets will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 30th September, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamship "INDRAVELL," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (O.L.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for Portland (O.L.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 26th September, 1901.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZUBU MARU,"

Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 3rd October, 1901.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM POE

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, RIUMLA AND TRIESTE.

(Taking Cargo at through routes to the BRAZILS to SOUTH AMERICA, MADAGASCAR, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MEXICO, VENICE & AEGAEAN PORTS)

THE Company's Steamship

"TRISTE,"

Captain A. Mittel, will be despatched as above on THURSDAY, the 17th instant.

For information as to Passage and Freight, apply to

SANDER, WIELKE &amp; CO., Agents.

Hongkong, 3rd September, 1901.

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UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROB. M. SLOAN & CO., HAMBURG)

FOR NEW YORK.

THE full-powered Steamship

"CLAYVERDALE,"

will be despatched for the above port on WEDNESDAY, 8th inst.

For Freight, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 28th September, 1901.

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NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ALBANIA, British ship, Brownell—Order.

CELESTE, BURELL, British ship, Jeffry—Order.

HELEN A. WYMAN, American ship, Vinton—Arnold, Karber &amp; Co.

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

W. H. CORNELL, American ship, Colcord—Standard Oil Co.

Hongkong, 28th September, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"ALGOA"	MONDAY, 7th October, at NOON.
"CHINA"	SATURDAY, 19th October, at NOON.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.

THE P. M. S.S. Co.'s Steamship "ALGOA" will be despatched for SAN FRANCISCO via MOJI, on MONDAY, the 7th October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURNS PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full-class fare from parts of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu, for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels, Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Cosular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined 60 points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd October, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOT POSTE FRANCAIS.

## IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

## THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

## PORTS OF BRAZIL AND RIVER PLATE.

## ON MONDAY, the 7th October, 1901, the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Tonkin," which vessel takes on her Passengers and Mails, leaving that port on the 19th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of same is required.

For further particulars, apply to the Company's Office, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 30th September, 1901.

## POST OFFICE NOTICES.

50c Pared Mails for Europe, &c., per a. *Palawan*, will close at 3 p.m., on Friday, the 11th inst. The *Salutie*, with the French Mail of the 6th ult., left Saigon on Thursday, the 3rd inst., at 4 p.m., and may be expected here to-morrow. This Packet brings replies to letters dispatched from Hongkong on the 3rd August.

The *China*, with the American Mail of the 12th ult., left Yo-chow on Wednesday, the 2nd inst., at daylight, and may be expected here on or about Thursday, the 10th inst.

## MAILS WILL CLOSE.

TON

	PER.	DAY AND HOUR
Canton		Hanover, 5th, 7.30 A.M.
Chefoo and Nowchwang		Dr. H. J. Kinn, 5th, 9.00 A.M.
Swatow, Singapore and Bangkok		King Kong, 5th, 10.00 A.M.
Swatow and Deli		Taice, 5th, 11.00 A.M.
Singapore		Borneo, 5th, 11.00 A.M.
Ningpo and Shanghai		Woking, 5th, 11.00 A.M.
Saigou		Emma Leyken, 5th, 11.00 A.M.
Swatow		Huizen, 5th, 11.00 A.M.
Macao		Hengdian, 5th, 1.15 P.M.
Manila		Lampang, 5th, 3.30 P.M.
Shanghai		Leymen, 5th, 4.00 P.M.
Holbow and Haiphong		Hongkong, 5th, 5.00 P.M.
Holbow and Pakhoi		Hotham, 5th, 5.00 P.M.
Swatow, Amoy and Tamsui		Dreig Maru, 5th, 6.00 A.M.
Tantow		Pearau, 5th, 6.00 A.M.
Kuchuk and Samshu		Taungoo, 5th, 6.00 A.M.
Yokohama and Koba		Bamberg, 5th, 10.00 A.M.
Moji and San Francisco		Algoa, 5th, 10.00 A.M.
EUROPE, &c., India via Tuticorin		Circulars, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra)		Registration, 10.00 A.M.
Postage 10 cents.)		Registration, with late fee of 10 cents, up to 10.30 A.M.
EUROPE, &c., India via Tuticorin		Papers, 10.30 A.M.
(Late Letters 10.55 to 11.15 A.M. Extra)		Letters, 11.00 A.M.
Postage 10 cents.)		Registration, 9.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents.)		(Registration, with late fee of 10 cents, up to 10.30 A.M.)
EUROPE, &c., India via Tuticorin		Papers, 10.15 A.M.
(Late Letters 11.15 to 11.30 A.M. Extra)		Letters, 10.45 A.M.
Postage 10 cents.)		Registration, 9.45 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA		(Registration, with late fee of 10 cents, up to 10.30 A.M.)
HONOLULU and SAN FRANCISCO		Saturday, 12th, 10.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents.)		Wednesday, 18th, 10.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne		Letters, 10.45 A.M.
EUROPE, &c., India via Tuticorin		Saturday, 12th, 10.00 P.M.
(Late Letters 11.15 to 11.30 A.M. Extra)		Wednesday, 18th, 10.00 A.M.
Postage 10 cents.)		Letters, 10.45 A.M.
Manila, Kobe, Yokohama, San Diego and San Francisco		Saturday, 12th, 10.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA		Wednesday, 18th, 10.00 A.M.
VICTORIA and VANCOUVER, B.C.		Letters, 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents.)		Saturday, 12th, 10.00 P.M.
EUROPE, &c., India via Tuticorin		Wednesday, 18th, 10.00 A.M.
(Late Letters 11.15 to 11.30 A.M. Extra)		Letters, 10.45 A.M.
Postage 10 cents.)		Saturday, 12th, 10.00 P.M.

## TO-DAY.

Annual General Meeting of Hongkong Jockey Club, City Hall; noon.  
Sale, Clothing, &c., Sales Rooms, Mr. V. J. Remedios, 2.30 p.m.  
Hongkong Rifle Association, Imperial Rifle Match, 2.45 p.m.  
Sale, Ponies, &c., Opposite City Hall, Messrs. Hughes & Bough, 4 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

4th October.

ON LONDON—	TELEGRAPHIC TRANSFER	1/11.1
Bank Bills, on demand		1/11.1
Bank Bills, at 30 days sight		1/11.1
Bank Bills, at 4 months sight		1/11.1
Creditors at 4 months' sight		1/11.1
Documentary Bills, 4 months' sight		1/11.1
ON PARIS—		
Bank Bills, on demand		2/4.1
Creditors at 4 months' sight		2/4.1
ON GERMANY—		1.96
On demand		1.96
ON NEW YORK—		
Bank Bills, on demand		40.1
Creditors 60 days' sight		47.1
ON BOMBAY—		
Telegraphic Transfer		14.1
Bank, on demand		14.1
ON CALCUTTA—		
Telegraphic Transfer		14.1
Bank, on demand		14.1
ON SHANGHAI—		
Bank, at sight		7.3
Private, 30 days' sight		7.3
ON YOKOHAMA—		
On demand		51 p. cent.
ON MANILA—		
On demand		4 p. cent.
ON SINGAPORE—		
On demand		1 p. cent.
ON BATAVIA—		
On demand		117.1
ON HAIPHONG—		
On demand		11 p. cent.
ON SAIGON—		
On demand		1 p. cent.
ON BANGKOK—		
On demand		60.1
Sovereigns, Bank's Buying Rate		51/2.8
GOLD LEAF, 100 fine, per tael		553.60
HAR STEWER, per oz.		261.1

## OPUM.

4th October.

QUOTATIONS ARE—	ALLOW NO. TO 1 Catty,	
Malwa New	\$57.1	to \$880 per picul.
Malwa Old	\$800	to \$900
Malwa Older	\$890	to \$920
E.P. Paper-wrapped	\$70	to —
Pearl fine quality	\$70	to —
Patna New	\$925	to — per chest.
Patna Old	\$902	to —
Banaras New	\$902	to —
Banaras Old	\$890	to —

## VESSELS EXPECTED.

THE FRENCH MAIL.—The M.M. steamer *Salazie*, with the next French mail, left Saigon on the 3rd inst., at 4 p.m., for this port, and is due here to-morrow.

## THE AMERICAN MAIL.

The P.M. steamer *Orion*, with mails, &c., from San Francisco to the 12th ult., via Honolulu, Yoko-hama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th ult.

The O. & O. steamer *Horizon*, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th ult.

The T.W.V. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yoko-hama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

## CARTRIDGES! CARTRIDGES!!

## JUST LANDED NEW STOCK OF ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

## 30 BORE CARTRIDGES

## 16 "

## 12 "

## 10 "

## 8 "

## WM. SCHMIDT &amp; CO.

## Gumsmiths

## Hongkong, 3rd January, 1901.

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## JOINT STOCK SHARES.

Hongkong, 4th October.

## BANKS—

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shn.	\$125	\$612, buyers L'ou 401.10.
China & Japan, only	\$1	155.
Do, deferred	\$1	20.52.
Natl. Bank of China		
A. Stark	\$2	225, sellers
B. Stark	\$2	225, sellers
F. Sharpe	\$1	21.10.
Bolte & Co., Ltd.	\$10	225.
Champell, Astor & Co.	\$10	225.
China Iron & Coal, Ltd.	\$15	235.
China Light & Power Co., Ltd.	\$20	nominal
Power Co., Ltd.	\$10	201. buyers
China Sugar	\$100	201. sellers
Giger Companies	\$100	201. sellers
Alhamra, Ltd.	\$500	2750, sellers
Philippine Tobacco Trust Co., Ltd.	\$50	550, nominal
Cotton Mills	100	140, buyers
Evo.	100	140, buyers
International	100	25, buyers
Luau Kung Mow	100	242, buyers
Suychee	500	200, buyers
Yanlong	100	111.
Dairy Farm	\$100	122, buyers
Fewick & Co., Geo.	\$25	55, sellers
Green Island Cement	\$10	5.1, buyers
Hongkong & C. Gas	\$10	140, buyers
Hongkong Electric	\$10	123, buyers
Papers	100	275, buyers
Letters	100	28, buyers
H. H. T. Travellers	87	88, buyers
Hk Steamer Waterboat Co., Ltd.	\$50	123, buyers
Hongkong Hotel	\$25	185, buyers
Hongkong Ice	\$25	185, buyers
H. & K. Wharf & Co.	\$50	181, sellers
Hongkong Rope	\$30	172.1.
H. & W. Dock	\$50	220.1, buyers
Hanover		
Charbonnages	\$250	107.1, buyers
Jetbo	\$20	131, sellers
Queens' Mines, Ltd.	\$30	35.
Olivier Mines, A.	\$100	231, sellers
Do	\$30	55, nominal
Purjom	\$10	5.1, nominal
Rauha	\$10	5.1, buyers
New Amyc Dock	\$25	25.
Oriente Hotel, Manila	\$20	35.
Powell, Ltd.	\$10	30, nominal
Robinson Piano Co., Ltd.	\$20	30, nominal
Steamship Cos.	\$20	5.1, buyers
China and Manlia	\$20	50, sellers
China Mutual Pref.	\$10	10, buyers
China Ordinary	\$7.10	27.10, sellers
Do	\$25	25, seller
Douglas Steamship	\$15	15, ex div. buyers
H. Canton and M.	\$15	343, buyers
Indo-China, S. N.	\$10	142, buyers
Shell Transport and Trading Co.	\$1	21.10, sales
Star Ferry	\$10	241, sales & buy
Teborn Planting Co.	\$5	51.
United Asbestos	\$10	10, sellers
Do	\$10	10, buyers
Universal Trading Co., Ltd.	\$20	101, buyers
Wanchai Warehouse	\$37	101.
Watkins, Ltd.	\$10	10, nominal